

Viva and YRT Service Modifications - 2006

Service levels on Viva and YRT routes have been modified twice since launch to keep control of growth in operating costs.

Effective February 19, 2006:

- **blue – Newmarket/Bernard/Finch Terminal**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
- **purple – Martin Grove/York U/Richmond Hill Centre/McCowan**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
- **pink – Unionville Station/Richmond Hill Centre/Finch Terminal**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 10 minutes to 11 minutes in the weekday peak periods.
- **orange – Martin Grove/York U/Downsview Station**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 10 minutes to 11 minutes in the weekday peak periods.
- **green – McCowan/Enterprise/Seneca/Don Mills Station**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 10 minutes to 12 minutes in the weekday peak periods.

Effective April 30, 2006:

- **blue – Newmarket/Bernard/Finch Terminal**
Schedules for weekdays, Saturdays, and Sundays/holidays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
- **purple – Martin Grove/York U/Richmond Hill Centre/McCowan**
Schedules for weekdays, Saturdays, and Sundays/holidays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 10 minutes to 13 minutes in the weekday peak hours for the summer period due to the end of the academic year at York University and reduced ridership levels. Service frequencies will be re-instated for the new academic year in September 2006.

In addition, fewer trips were scheduled between Martin Grove and York University to better match demand. Southbound trips were discontinued during the weekday AM peak from Martin Grove to York University before 6:55 AM and after 8:30 AM, and also during the weekday PM peak before 3:05 PM and after 5:45 PM. Northbound trips were discontinued during the weekday AM peak from York University to Martin Grove after 8:45 AM.

- **pink – Unionville Station/Richmond Hill Centre/Finch Terminal**
Schedules for weekdays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 11 minutes to 13 minutes in the weekday peak periods.
- **orange – Martin Grove/York U/Downsview Station**
Schedules for weekdays, Saturdays, and Sundays/holidays were adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 11 minutes to 15 minutes in the weekday peak periods.
- **green – McCowan/Enterprise/Seneca/Don Mills Station**
Schedules for weekdays, Saturdays, and Sundays/holidays have been adjusted to better reflect actual travel times. Minor time changes to first and last trip times.
Service frequency was adjusted from 12 minutes to 15 minutes in the weekday peak periods.
Fewer trips were scheduled between Unionville GO Station and McCowan to better match demand. Southbound trips were discontinued during the weekday PM peak from McCowan to Unionville GO Station after 7:00 PM.
- **YRT Route 1 – Hwy 7**
All trips were re-structured to operate between the Markham-Stouffville Hospital and the Richmond Hill Centre Terminal at Yonge St and Highway 7. Service between Highway 7 (via Yonge and via Bayview) and the GO Finch Terminal was discontinued due to a continuing shift in ridership patterns from the Route 1 to the Viva purple, Viva green and Viva pink routes. .

Additional service adjustments for future board periods will be considered to address any potential revenue shortfalls indicated by the analysis of monthly ridership data.